

Amendments To The Specification:

In the English translation document, please delete the term --Description-- to page 1, line 1 before the title.

In the English translation document, please add the paragraph at page 1, line 5, after the title, as follows:

--CROSS REFERENCE TO RELATED APPLICATIONS

This application is the US National Stage of International Application No. PCT/EP2004/052023, filed September 3, 2004 and claims the benefit thereof. The International Application claims the benefits of German application No. 10341070.8 filed September 5, 2003. All applications are incorporated by reference herein in their entirety.--

In the English translation document, please add the section heading at page 1, line 5, after the newly added CROSS REFERENCE TO RELATED APPLICATIONS section with the new section heading, as follows:

--FIELD OF THE INVENTION--

In the English translation document, please amend the paragraph beginning at page 1, line 6 as follows:

--The invention concerns a method or a device, as applicable, in accordance with the accompanying claims ~~1 and 9~~, by which it is possible to control the transition from a first mode of operation of an internal combustion engine operating with direct injection of the fuel to a second mode of operation, for example between a homogeneous stoichiometric and a homogeneous lean stratified or HCCI mode (homogeneous charged compression ignition), switchovers of the valve lift or the valve phase.--

In the English translation document, please insert the section heading at page 1, line 14, as follows:

--BACKGROUND OF THE INVENTION--

In the English translation document, please insert the section heading at page 2, line 6, as follows:

--SUMMARY OF THE INVENTION--

In the English translation document, please amend the paragraph beginning at page 2 line 7 as follows:

-- The object underlying the invention is to propose a method or a device, as applicable, with which a significantly larger reduction in the step-change in the torque can be achieved. This object is achieved by the characteristics of the accompanying claims ~~1 and 9~~.

In the English translation document, please amend the paragraph beginning at page 2, line 13 as follows:

--In the case of the method in accordance with the invention or the device for controlling the transition between two modes of operation, as applicable, with the characterizing features of the accompanying claims ~~1 or 9~~, there is the advantage that even a large step-change in the torque can still be successfully reduced, without detriment to the combustion of the fuel-air mixture. This is achieved by split injection, by which at least a portion of the fuel which is to be injected is injected into the cylinder or cylinders of the internal combustion engine during the compression phase. Injection during the compression phase results in three main effects which support a reduction in the torque: The reduced internal cooling in the cylinder results in a reduction in the mass of the air inducted, because a portion of the fuel load injected is injected at a point in time when the cylinder's valve is already closed (compression phase). In addition, there is the advantage that the combustion is made more inefficient, because when the injected fuel is injected late the swirling is less marked. Finally, measurements have also shown it is advantageous in that the smoothness of running of the internal combustion engine is unchanged if the ignition angle is retarded even more with injection during the compression phase. By retarding the ignition angle, a further reduction in the torque can be achieved. It is seen as particularly advantageous that the invention achieves a significantly greater reduction of the step-change in the torque without detriment to the smoothness of running of the internal combustion engine.--

In the English translation document, please amend the paragraph beginning at page 3, line 6 as follows:

--The measures itemized in the subclaims are advantageous developments of and improvements to the method and device specified respectively in the accompanying claims 1 and 9. An alternative solution seen as particularly advantageous is that during the switchover phase the fuel load to be injected is injected entirely within the compression phase. As a result, the fuel makes no contribution to the cooling of the air mass which is in the cylinder, so that during the switchover phase the air mass is relatively small and therefore a relatively small torque is generated.--

In the English translation document, please insert the section heading at page 5, before line 1, as follows:

--BRIEF DESCRIPTION OF THE DRAWINGS--

In the English translation document, please insert the section heading at page 5, line 19, as follows:

--DETAILED DESCRIPTION OF THE INVENTION--